

THE DAILY BRITISH COLONIST

And Victoria Chronicle.

VOL. 25.

AT VICTORIA, V. I. AND BRITISH COLUMBIA, TUESDAY MORNING APRIL 25, 1871.

NO. 114.

THE BRITISH COLONIST
PUBLISHED DAILY BY
DAVID W. HIGGINS

TERMS:

One Year, (in advance).....	\$10.00
Six Months do	5.00
Three Months do	3.00
One Week.....	2.50

WEEKLY BRITISH COLONIST

PUBLISHED WEDNESDAY MORNING,

TERMS:

One Year.....	\$6.00
Six Months do	3.00
Three Months do	2.00
One Week.....	1.25

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San Francisco Cal.
Call the attention of Dealers to their large assortment of "Newly Arrived" Goods, composed in part of the following articles, together with every thing kept in a well supplied WHOLESALE DRUG STORE.
FRESH DRUGS, TINCTURES, OINTMENTS, ETC., ETC., MEDICINES, TINCTURES & SUPPORTERS, SHAKEN HERBS, PERFUMERIES, ESSENTIAL OILS, PAINTS AND OILS, etc., which we offer at the lowest Cash Prices, and are determined not to be undersold.

R. H. McDONALD & CO., SAN FRANCISCO, CAL.

For Sale.

OUR DRUG BUSINESS is located in San Francisco, Cal. After our best wishes and expressing our thanks for the liberal patronage we have received for more than twenty-one years, during which period we have been steadily engaged in the Drug business in California, we beg to say in consequence of the rapid growth of Dr. Walker's California Vinegar Bitters, now spread over the United States, and other countries abroad, and dedicated to devote our entire time to the said business.

We are the Oldest Drug firm on the Pacific Coast and the only one, continuous under the same proprietors since 1848, and have determined to sell our large, prosperous, and well established business on favorable terms.

It is a rare opportunity for men with means, of entering into a profitable business with advantages never before offered.

For particulars enquire of R. H. McDONALD & CO., Wholesale Druggists, San Francisco, Cal. N. B. Until a sale is made we shall continue our importations and keep a large stock of fresh goods constantly on hand, and sell at prices to defy competition.

A GREAT MEDICAL DISCOVERY
Dr. WALKER'S CALIFORNIA
VINEGAR BITTERS

Hundreds of Thousands bear testimony to their Wonder-
ful Curative Effects.

WHAT ARE THEY?

They are a Gentle Purgative, well known Tonics, possessing
no harsh, the peculiar effect of acting as a powerful agent in re-
lieving the pain of the Liver, and all the vicarious organs.

FOR FEMALE COMPLAINTS, either in young or old,
whether simple, at the dawn of womanhood, or at the turn of life,
these Tonics have no equal.

Made of Poor Rum, Whiskey, Proof Spirits and
Refuse Liquors, doctored, spiced and sweetened to please the taste, called "Tonics," "Aperitifs,"
"Restorers," &c., that lead the tippler on to
drunkenness and ruin, but are a true Medicine, made
from the Native Roots and Herbs of California, free
from all Alcoholic Stimulants. They are the
GREAT BLOOD PURIFIERS and A LIFE
GIVING PRINCIPLE, a perfect Renovator and
Invigorator of the System, carrying off all poisonous
matter and restoring the blood to a healthy condition.
No person can take these Bitters according to direction
and remain long unwell.

\$100 will be given for an incurable case, provided
the bones are not destroyed by mineral poison or
other means, and the vital organs wasted beyond the
point of recovery.

For Inflammatory and Chronic Rheumatism, Gout, Dyspepsia, or Indigestion, Bilious, Remittent and Intermittent Fevers, Diseases of the Blood, Liver, Kidneys, and Bladder, these Bitters have been most successful. Such Diseases are caused by Vitiated Blood, which is generally produced by derangement of the Digestive Organs.

DYSPEPSIA OR INDIGESTION, Headache, Pain in the Shoulders, Cough, Tightness of the Chest, Dizziness, Sour Eructations of the Stomach, Bad taste in the Mouth, Bilious Attacks, Palpitation of the Heart, Inflammation of the Lungs, Pain in the regions of the Kidneys and a hundred other painful symptoms, are the offsprings of Dyspepsia.

They invigorate the Stomach and stimulate the torpid liver and bowels, which render them unequalled efficacy in cleansing the blood of all impurities, and imparting new life and vigor to the whole system.

FOR SKIN DISEASES, Eruptions, Tetter, Salt Rheum, Blotches, Spots, Pimplies, Pustules, Bells, Carbuncles, Ring-Worms, Scald-Head, Rose Eyes, Erysipelas, Itch, Scurvy, Discolorations of the Skin, Humors and Disease of the Skin, of whatever name or nature, are literally dug up and carried out of the system in a short time by these Bitters. One bottle in such cases will convince the most incredulous of their curative effect.

Cleanse the Vitiated Blood whenever you find its impurities bursting through the skin in Pimplies, Eruptions or Bore cleanse it when you find it obstructed and sluggish in the veins; cleanse it when it is foul, and your feelings will tell you when. Keep the blood pure and the health of the system will follow.

PIN, TAPE and other WORMS, lurking in the system and removed. For full directions, read carefully the circular around each bottle, printed in four languages—English, German, French and Spanish.

J. WALKER, Proprietor. R. H. McDONALD & CO.,
Druggists and Gen. Agents, San Francisco, Cal.
and 52 and 54 Commerce Street, New York.

NOT SOLD BY ALL DRUGGISTS AND DEALERS.

YAN Hotels, Saloons, &c.

Adelphi Saloon.

THIS ESTABLISHMENT, THE OLDEST
AND ONE OF THE BEST CONDUCTED IN THE CITY OF VICTORIA,
has been purchased by the undersigned, whom the retiring
Proprietor recommends to the favor of the public, and
they may be assured that every accommodation will be
afforded and happiest attention paid to guests and cus-
tomers.

PATRICK MURPHY.

AMERICAN HOTEL.
YATES STREET

THE PROPRIETOR WOULD RESPECT-
FULLY inform the Travelling Public that the Ameri-
can Hotel, having been recently improved in all its de-
partments, he is now prepared to offer superior induc-
ments to his Patrons and the public in general.

AT REDUCED PRICES.

City Boarders per day..... \$1.00
Board and Lodging per week..... 10.00
22 Meals from Breakfast, 6½ to 11 o'clock; Lunch,
12 to 2; Dinner, 6 to 7.

OFFICE—Colonist Building, Government Street, at
Yates

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The "Globe" and the Terms.

It may interest the people of British Columbia to know how the Terms agreed upon for the admission of this Colony farred in the *Globe*, the great organ of the Opposition. The following are extracts from its leading article of the 31st ultmo:—"The Government scheme for the admission of British Columbia into the Canadian Dominion was proponed on Tuesday in the House of Commons. We beg all our readers to give the debate a careful perusal; and we think they will one and all rise from it with the conviction that the scheme itself is utterly indefensible, and the manner of introducing it to the House so weak as to be only worthy of ridicule." Then follows a statement of the financial obligations which these Terms impose upon the Dominion—the payment of an annual sum equal to ten dollars a head for every man, woman and child in the Colony, besides an annual subsidy of one million on account of the railway; and our contemporary continues:—

"Now, it is hardly necessary for us to say that we desire as much as any one the incorporation of British Columbia as a member of the Canadian Confederation—and that we desire to have a Railway built from Halifax to New Westminster at the earliest moment consistent with discretion. But without any precise knowledge of the country, without a survey, without even a professional estimate of the cost, without the slightest idea where the traffic could be got for years to come to keep the road open—to bind ourselves blind-fold to so enormous an undertaking, would, it appears to us, be deliberate madness. If the people of British Columbia choose to come into the Union, trusting that for our own interest and theirs we will build a railway to the Pacific the moment we are able to undertake it, and see a prospect of finding traffic—good and well. But if they must have a definite promise that whether the tide of immigration flows into the Northwest or not—whether there seems a prospect of large traffic or small traffic—whether the country is found practicable for a railway or not—whether the cost shall be one hundred or two hundred millions—or whether we are in a position to stand the burden or not,—well, then, the demand is entirely unreasonable, and ought at all hazards be rejected." It will thus be seen that British Columbia has nothing to thank the *Globe* for; and a perusal of the debate will show that the people of British Columbia have nothing to thank the Opposition for. Neither were prepared to rise above mere party considerations, in dealing with the grandest scheme that can ever occupy the attention of the Canadian Parliament—the only scheme broad enough and high enough to create an empire. It is truly pitiful to see the *Globe* bending down to such narrow party lines. Its attitude now is in strange and painful contrast with the past. For many months it had been engaged in preaching the most liberal and patriotic doctrines—urging the Government to rise to the magnitude of the work of empire which pressed upon it, severely animadverting upon the apparent slowness of that Government in realizing the urgent necessity for the construction of a railway it would now be willing to consign to the distant and uncertain future.

New Zealand.

[DATES TO MARCH 7TH.]

His Excellency the Governor has, for the past month, been visiting the southern portion of the middle island, in H. M. S. *Clio*, Commodore Stirling. On the 17th February, the *Clio* struck on a sunken rock in Bligh Sound, and which it is said is not laid down in the charts. Although making water fast, the vessel was fortunately brought to an anchor off Bounty Haven.

The Hon D McLean, Native Minister, is at present visiting the Waikato natives, to induce them, if possible, to give up the Maoris who shot down the surveyor Todd, and wounded a half caste, while surveying some confiscated land near Piorangi. The negotiations are scarcely expected to be attended with a successful result. The natives have also lately become very troublesome between Obinemuri and Tauranga. By direction of the King, they have attempted to stop the daily overland mail, but so far without success. It is hard to say how soon a scrimmage will result.

The general election is now over, and terminated in thirty-five ministerial supporters being returned in the new house; nine are considered doubtful, and twenty-six are known to be in opposition, so that the present Government may be considered, so far, to stand well.

The harvest returns through the South and Middle Islands this year, are reported to be abundant.

Hon Mr Fox, Premier of New Zealand, is a stanch testotter. He has recently sold 3000 acres of his land in 80-acre lots, for £3 an acre, the purchasers engaging to allow no alcoholic liquors to be sold on the land.

Railways are being rapidly extended.

Six hundred grouse, robins and other birds have arrived from England.

Reports have come in during the month of the discovery of coal in several places in the North and Middle Islands.

WANTED.

A SEAMAN FOR THE SHIP COLUMBIA bound to Sydney, N.S. Wales.

She can accommodate 2 cabin and 2 steerage passengers. Apply to

J. NAGLE, Shipping Agent.

For Sale or to let.

THE COMMODIOUS FAMILY RESIDENCE known as "Ross Bay Cottage" and now in the occupation of T. L. Wood, Esq., containing large dining room, library, bedroom and dressing room, with two good kitchens and store closet on the ground floor, six bedrooms and three dressing rooms on the second floor, with useful and spacious outbuildings two good wells of water, garden well stocked with bearing fruit trees and five planted summer crop, the whole embracing about five acres of land, adjoining the sea shore, with excellent road to town.

For all particulars apply to

ROBERT BURNABY,

Government street, Victoria.

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THE BRITISH COLONIST.

Tuesday Morning, April 26, 1871.

Shipping Intelligence.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED.

April 24—Soh Black Diamond, Radin, Nanaimo
Star Otter, Lewis, Vancouver
Star Island, Lewis, Port Townsend
Star Island, Lewis, Bay, Port Townsend
Star Enterprise, Swanson, New Westminster
Star Olympia, Finch, Port Townsend

RELEASED.

April 24—Soh Black Diamond, Radin, Nanaimo
Star Isabel, Star, Port Townsend
Star Enterprise, Swanson, New Westminster
Star Olympia, Finch, Port Townsend

PASSENGERS.

Per star Isabel—Dr C F Barnard and wife, Mrs Palmer
Miss Palmer, Mrs Peckars, Miss Peckars, A F Keyser, Mr
Keyser, P S Keyser, Mr Baker, Miss Baker, Mrs Clark, Mr
Gardner, Miss Gardner, L Ensign, Mr Lunt, Mr Danzon,
Mr Cavanagh and 40 others.

IMPORTS.

Per star California fm Portland—210000s flour, 3250kgs
milling, 680kgs wheat, 20kgs sugar, 30kgs flour, 15kgs flour
70kgs hardware, 200kgs apples, 40kgs hams, 15kgs furs
10kgs cheese, 18kgs chopped feed, 14kgs salmons, bellies, 4
churns, 38kgs bran, 2kgs bacon, 12kgs dried apples, 2kgs
lard, 1 roll butter, 20kgs newspaper, 2kgs onions, 1000
guinea fowl.

Per star Olympia fm Port Townsend—75kgs onions, 1
horse, 21hd cattle, 108 sheep, 4 calves

CONSIGNMENTS.

Per star California fm Portland—A Gilmore, Casman
you & Co, Capt stamp, CSH, DS, FDMB, HBCO, JR&Co, J
G, Co, JR, R, Lowe, Stahlhut & Co, M, Pronto &
Saunders, RC R, N, S, SF, W&W, G&W, G&C
Fargo & Co

Per star Olympia fm Port Townsend—Grimshaw, J R
Stewart, Reynolds, Stephens

NEWS! NEWS!

The "British Colonist" is the only newspaper published at Victoria that receives the latest Telegraphic Dispatches, as a comparison will prove. Late Telegrams appearing in any other paper are copied without credit 24 hours after they have appeared in the British Colonist. The circulation of the British Colonist being greater than that of any other paper, it offers the best medium to Advertisers.

MR. PUNSHON'S LECTURE.—As many persons as could find seats listened to the Rev. Mr. Punshon's lecture on "The Huguenots" last evening at the Wesleyan Church. The lecturer drew a very graphic and life-like picture of the sufferings of the Huguenots in France, and the chief personages concerned in their expulsion from France; the King, Catherine de Medicis, the Guises,—were severally painted with all their hideous moral deformities. The dreadful massacre at St. Bartholomew's Day, and the killing of Dr. Coligny—though not dwelt upon—were depicted in a manner that produced a profound impression on the audience. The lecturer then spoke of the miserable end that the persecutors of the Huguenots met, and there were three other charges against him to similar offences he would reserve his judgement until after their disposal.

CONVICTED.—The case of T E Rabson on a charge of smuggling was closed yesterday. The Magistrate said he must, from the evidence, commit the defendant, but as there were three other charges against him to similar offences he would reserve his judgement until after their disposal.

MR. THOMAS H. McCANN.—representing the well-known wholesale wine and liquor house of Chenevry, Souther & Co, Clay street, San Francisco, arrived in town yesterday. Mr. McCann was a pioneer of Victoria and received a hearty welcome from his old friends.

FROM PUGET SOUND.—The steamer Olympia, Capt. Finob, arrived from the Sound yesterday at 2:30 p.m., having fifty passengers and a large quantity of stock. Purser Finob has kindly supplied us with late papers.

COMMITTED.—Arthur William Smith, who has been under arrest for the past week on a charge of incendiarism, underwent his final examination yesterday before Mr. Pemberton and was committed to take his trial at the next assizes.

SUPERIOR.—Charley an Indian was yesterday charged with suspicion of theft, an officer of the police having detected him with a bunch of keys in his possession. The prisoner was remanded one day.

ANOTHER ROBBERY.—On Saturday evening thieves entered the drug store of Mr. Thos Shotbolt on Johnson street and removed a tin box containing papers, which they searched for money. Finding no cash they left the box and the papers lying in the yard.

FRATERNAL UNPLEASANTNESS.—Ben and Bill Marabell, brothers, formerly of Victoria, but now of Portland, had a little unpleasantness on one of the public streets of the last-named city when Benjamin shot William in the arm. Both were arrested.

WESLEYAN METHODIST CHURCH.—Rev Mr Punshon preached an impressive sermon at this church on Sunday morning to a very large audience. Among the congregation the Secretary of the Treasury has appointed Mr. W E Boone of Olympia Superintendent of Construction of the new penitentiary at Stellacoom.... On his return to Olympia last week Governor Thompson was met and welcomed back by a large number of loyal Olympians.... The Odd Fellows are going to have a grand celebration at Olympia to-morrow, the anniversary of the introduction of the Order into the United States. An address will be delivered by Hon O Jacobs.

FIRE AT ST JOHN.—On the 1st inst a fire broke out in the city of St John, N.B., destroying fifty thousand dollars' worth of property, upon which there was about thirty thousand of insurance. Amongst the property destroyed was the Calvin Presbyterian Church. The origin of the fire was unknown.

It is reported that His Excellency Governor Musgrave will pay a visit to the mainland—going, perhaps, as far as Cariboo—before saying "farewell" to the colony.

THE MAIL STEAMER ISABEL.—Capt Starr, returned from Port Townsend at 10 o'clock last night, bringing a large number of passengers and the usual mails. We are indebted to Purser Hays for the latest files of Puget Sound papers.

THEATRE ROYAL.—The performance at this place of amusement last night was much better than the audience. Possibly the thinness of the attendance was owing to the fact that the Rev. Mr. Punshon, M.A., was lecturing at the same hour.

The Olympia will sail for Port Townsend and other ports on the Sound to-day at 10:30 a.m.

The Queen Charlotte Coal Mining case will be resumed before the Supreme Court on Thursday.

The French Relief Fund now amounts to \$1300.

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The Confederation Debate.

[SECOND DAY IN CANADIAN COMMONS.]

The adjourned debate was resumed by the Hon Col. Gray, who, in an able speech, triumphantly exposed the hollowness and inconsistency of the leading oppositionists, those who in times past were the loudest mouthed advocates of speedy Westward extension and a go-ahead national policy who were now offering a cautious opposition to the only policy which could secure a national basis. He compared the relative difficulties to be encountered by the American and Canadian Pacific railway, showing that the former were immeasurably greater than the latter, and in the course of his remarks he turned the tables completely upon the leader of the Opposition, quoting from his speech of last session, where he described the Canadian Pacific as passing through an infinitely better country than that through which the American line had passed. He went on to show that whereas the American line had to pass elevations of 7500 and even 8000 feet above the level of the sea, the greatest height to be overcome by our own was 3700, with a gentle slope on either side. The Americans had built their line in three and a half years; and could it be supposed that the Canadians were so inferior that they could not build their in ten years? In the light of experience and bearing in mind the great fertility and natural resources of the country through which our road has to pass, it was unreasonable to assume that companies would not be found to build the line. British Columbia possessed every means of becoming one of the most prosperous Provinces in the Dominion, and, indeed, its acquisition had been one of the stipulations of and inducements for Confederation. He alluded to the prosperous condition of the Dominion at present to show that there need be no hesitation about incurring the proposed responsibilities. On the other hand, if Canada should refuse to undertake this great work it would pass out of her hands; British Columbia would not be included in the Dominion, and, instead of becoming a great and leading power on the Continent, and advancing in material wealth and prosperity, Canada would revert to its old position of discontented and opposing Provinces, small and insignificant—the worse for having thrown away the opportunities which had been afforded her. (The Hon. Colonel sat down amid loud applause).

Mr. Jolley followed on the other side, and threw the House into good humor by introducing the table of the frog and the ox. When listening to the glowing description of Westward Empire, he thought he could see the Dominion swelling like the frog. It was very fortunate the Pacific made a boundary to the land to be annexed, although it was true China and Japan were beyond, and perhaps the Pacific might yet be made a Canadian sea. The Hon. Mr. Langstaff spoke in French, pointing out the necessity for the railway. Whether British Columbia came in or not the railway must be built to the Rocky Mountains, and to stop there would be absurd. It must, in any case, be carried on to the natural outlet on the Pacific. He believed it was the duty and interest of Canada to complete Confederation and establish a British Empire in North America, with the freest institutions in the world, under the British flag now protecting us, and which would continue to protect us as long as we desired. He believed his countrymen of all classes desired this result, and the trifling difficulties should not cause us to hesitate.

How Mr. Smith opposed the resolutions. It was proposed to pledge the faith of the country to the commencement of the railway in two years, and to its completion in ten years, no matter if the result should be ruin. No verbal resolutions could be of the slightest avail. The words of the resolutions were clear: and if, in two years, the railway was not commenced, British Columbia could appeal to the Imperial Government.

The Hon. Mr. Dunkin followed in an able speech. He said the amendment was a narrow one for postponement, without any good reason assigned. One of the express purposes of Confederation had been to bring in the North West and construct a railway from the Atlantic to the Pacific, and were they now to hesitate, letting "I dare not wait upon I would?" He argued that British Columbia and the North West could not be retained without a railway. They had already gone too far to think of receding. Not to advance was to go back the whole distance. He held that the assumption of the North West involved the responsibility of building a railway to the Rocky Mountains; and the road could not stop there. It would be cheaper to build it to the Pacific.

[THIRD DAY'S DEBATE.] The Hon. Mr. Morris delivered a very able speech in support of the whole scheme. He said it was most surprising, in looking back on the past history of Canada, to see what great things had been accomplished. The Government had been taunted time after time with not being sincere in the great work of building up a British Empire on this Continent; but now that the most decisive step of all was proposed to be taken, they were met with a cautious opposition. The Dominion already stretched from the Atlantic to the Rocky Mountains, and now the question was whether they should make what had once been considered a dream a living reality, by doing their utmost to weld the Provinces from one ocean to the other into one solid Dominion. He was surprised at the position now adopted by gentlemen formerly the most enthusiastic in the glorious work of creating an empire. He was more than surprised with the leader of the Opposition who had with his party stated that he should set himself to assist in the consummation of the work. But now, after speaking so often of his zeal for union, he placed on record a motion which, while admitting the Canadian Pacific Railway to be an "urgent political necessity," attempted to prevent the House from carrying out that necessity. He went on to show the importance, the necessity, of at once acquiring British Columbia and severely animadverted upon the remarks of the member for Lambton [Mr. Mackenzie] about the rough, stern and worthless character of that colony, reading extracts from the leading newspaper published in the colony [the British Colonist] to show that in climate, as well as in agricultural, mineral, forest and marine resources the country was of incalculable value and promised to be among the most important and prosperous of all the provinces. It consisted of the united colony of British Columbia and Vancouver Island, and no one not blinded by prejudice or ignorance could help seeing that the addition of that province would increase enormously the wealth of the Dominion, besides being a political necessity to round off the empire. He could say, on the undisputed authority of the Hon. Mr. Trutch, the Surveyor General of the colony, that, taking the whole of British Columbia and Vancouver Island, fully one-third, or about fifty million of acres, was good farming land, while the whole area of Ontario was only seventy-seven millions of acres. It appeared to him that throughout the whole debate a strange fallacy had existed. The railway had been spoken of as a mere barrier, a sop to induce British Columbia to enter the union, whereas the work was of more importance to Canada than it was to British Columbia; for, having already ac-

quired the great Northwest, they were compelled by force of circumstances, to go forward and render it a valuable acquisition which could alone be accomplished by a railway, and he felt convinced that if Canada adopted the amendment for delay and turned its back upon British Columbia, it would do a grievous injury to the cause of Confederation which might prove irreparable. He had every confidence not only that the House would endorse the proposition of the Government, but that it would be approved by the people of the country also, and it would be a bright day for the Dominion when the first sod was cut on the Canadian Pacific Railway, and in time to come many of his friends opposite, who were really desirous of consummating Confederation, though they might now oppose this scheme, would rejoice that the Government had not been deterred from following out the work, but had persevered in their determination to carry forward the work of union with the Pacific colonies. (The hon. gentleman took his seat amid much cheering.)

The Hon. Sir A. T. Galt felt called upon to say a few words in reply to the last speaker, (the Minister of Internal Revenue). They should not lose sight of the real interests of the country in rushing forward in the path which though all might desire to follow it ultimately, if too hastily followed would defeat the very object desired to be attained.

As to the coach road proposed by British Columbia involving useless expenditure of money, he maintained that the necessities of the railway would require the construction of such a road so that it would have to be made in any case. As to the railway, the people of British Columbia had only asked for an expenditure of a million yearly, and even if that were continued in perpetuity it would not represent more than twenty millions. Those people had never presumed to demand that the line should be completed within a given time, and the proof that they had not done so had been shown by the Minister of inland Revenue himself, who had argued that it was Canada that wanted the railway and not British Columbia.

Hon. Mr. Anglin followed in opposition to the Government scheme, in a lengthy and able speech. He called upon the House to oppose the scheme as utopian, brought forward by visionaries who were hurrying the country on to ruin. Looking at the measure themselves, he said it was a most ridiculous and somewhat bright picture of the scheme as it had been drawn by Ministers. On this side of the Rocky Mountains it was a bed of flowers; on the other a bed of gold. One Minister had quoted from a paper published at Victoria, to prove the great value of the country on the Pacific side. In reference to that subject he would quote from an article in the same paper to show that the country was not worth the name it would be given. The article spoke of the "Horrible Fraser river country," "seas of mountain," "the appalling character of the difficulties," "steep mountains of enormous height," from which lands slides perpetually in winter, and avalanches sweep down in summer, "and all the time the Indians carry a rail through these rocky debris would be thrown away, and a militia round the neck of the Dominion. The Minister of Customs had imagined a teeming and prosperous population in British Columbia, but were they to base their vote on baseless imaginings? Where was their population to come from? It was well known that the population of that colony had decreased markedly of late years, a circumstance only to be explained by the fact that the country was an uninviting land to settlers.

Sir Francis Hincks replied. He had listened attentively to the opposition, and he could only conclude that it was an opposition against the acquisition of British Columbia, in fact, against carrying out to a legitimate issue the great scheme of empire. He went over the whole ground again, showing that there was no reason to regard the new obligation as binding in the light of additional taxation, as the consequent increased capacity of the Dominion would quite equal the increased responsibility. He pointed out the danger of amending or in any way opening up the terms which had been agreed upon by the two governments. They had either to accept British Columbia, and the result of the amendment would be to do away with all hope of a railway to the Pacific.

Hon. Mr. Macdonald believed that a very large majority of the members were desirous of seeing British Columbia united with the Dominion. Some twenty years ago, when he first entered into public life as a journalist, he had placed on his political platform, as one of its most prominent planks "Union of the British North American Provinces," and since that time he had been a strong advocate of the policy of the Imperial Government and the four Provinces completing the union of all British North America as soon as possible. He with others at the Conference had contended that it was the duty of the Imperial Government to bring pressure to bear on its own officers in that colony to submit to reasonable terms of union. The small number of inhabitants did not justify the admission of the colony as an independent nation, and the offer of the Imperial Government and the four Provinces completing the union of all British North America as soon as possible at the capitol.

He was not, nor did he think, the country was prepared to accept every absurd, extravagant scheme that might be presented. The representation and money grant parts of the terms rested upon an assumed population which had no existence; but the objection to them was only of temporary nature and might be overlooked.

The railway part of the scheme was, however, entirely different, and he insisted that the House oppose the resolutions and support the amendment. After the Hon. Mr. Morin and several others had spoken the House divided, and the amendments having been put and lost, the main resolution was carried.

YESTERDAY DAY.

Hon. Sir George E. Cartier moved the reception of the report of the Committee.

Mr. Mackenzie made a lengthy speech in opposition to the motion, which was chiefly remarkable for recklessness of assertion. He said that in order to get thousand people into the colony it was actually proposed to pay \$10,000 a head on their account; and for what? To build a road with ten years, some portions of which were not even in existence, the only part of the road about which there was any immediate necessity was that in British Columbia itself. He therefore moved an amendment [already published in this journal] asking for delay.

Hon. Sir Geo E. Cartier replied in a lengthy and effective speech, which, however, was little more than a summing up of what had already been said in support of the motion, and he did not believe the people of British Columbia to be unreasonably anxious to make demands which are impracticable. What right had they, in discussing terms with Canada, to stipulate for the construction of a great public work beyond the influence that might have been used to secure proper terms and compel their acceptance by the people and Government?

Mr. Mackenzie said, however, that it was equally unreasonable to ask Canada to undertake so stupendous a work blindfold in order to secure him. Come to come to him, he was not, nor did he think, the country was prepared to accept every absurd, extravagant scheme that might be presented.

The Hon. Mr. Tilley said it was all very well to ask for delay to give the country an opportunity of pronouncing upon the scheme, but what was the fact? The scheme had been before the people and had been discussed in the papers for months. The term had been published in the Toronto papers three months ago and had excited little or no unfavorable comment.

After a number of small speeches on both sides, the House divided and the amendment was lost, the main motion being carried. The resolution of the House, having been carried, was referred to a committee, of which the Hon. Mr. Tilley was chairman, was appointed to prepare an address to the Queen, embodying the resolutions. The committee reported, and the address was passed a first reading.

A. Gilmore, MERCHANT TAILOR, and General Outfitter, has removed his place of business to the store adjoining the Colonial Hotel and opposite the Colonist Office, on Government street, fourth door from Yates, where he proposes to give his old friends and new customers a chance on the principle of quick sales and small profits.

MILLINEX.—By last steamer a first-class milliner arrived from Europe for the London House.

By Electric Telegraph,

SPECIAL TO THE DAILY BRITISH COLONIST.

LAST NIGHT'S DISPATCHES.

Europe.

Paris, April 22—Porte Maillot is knocked into pieces.

Five million francs worth of property has been destroyed within the last few days.

The avenues are filled with wagons containing wounded.

It is rumored that the Versailles Government has paid the first installment of the war indemnity of five hundred million francs, and the Germans in consequence are evacuating the forts north and east of the city.

It is supposed the Versailles Government intends to complete the investment of the city and cut off communication with the interior.

The batteries on both sides were in active operation at Neuilly and Sablon Ville to-day.

There was musketery firing at intervals.

The fighting was going on at about 100 yards from the ramparts.

The Communist forces hold the ground with great tenacity. They complain of the maladministration of the officers, and begin to accuse Clessert of aiming at military dictatorship.

The Commune made requisitions on the Gas Company and enforced it by seizing 20,000,000 francs at the Company's office.

Paris, April 23.—The Versailles troops have appeared in force at Charenton.

Piaty has resigned his seat in the Commune.

The Republican league appointed a delegate who is to make the final effort for conciliation.

Medical.

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Helmbold's Compound Fluid Extract Catawba, etc., are
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